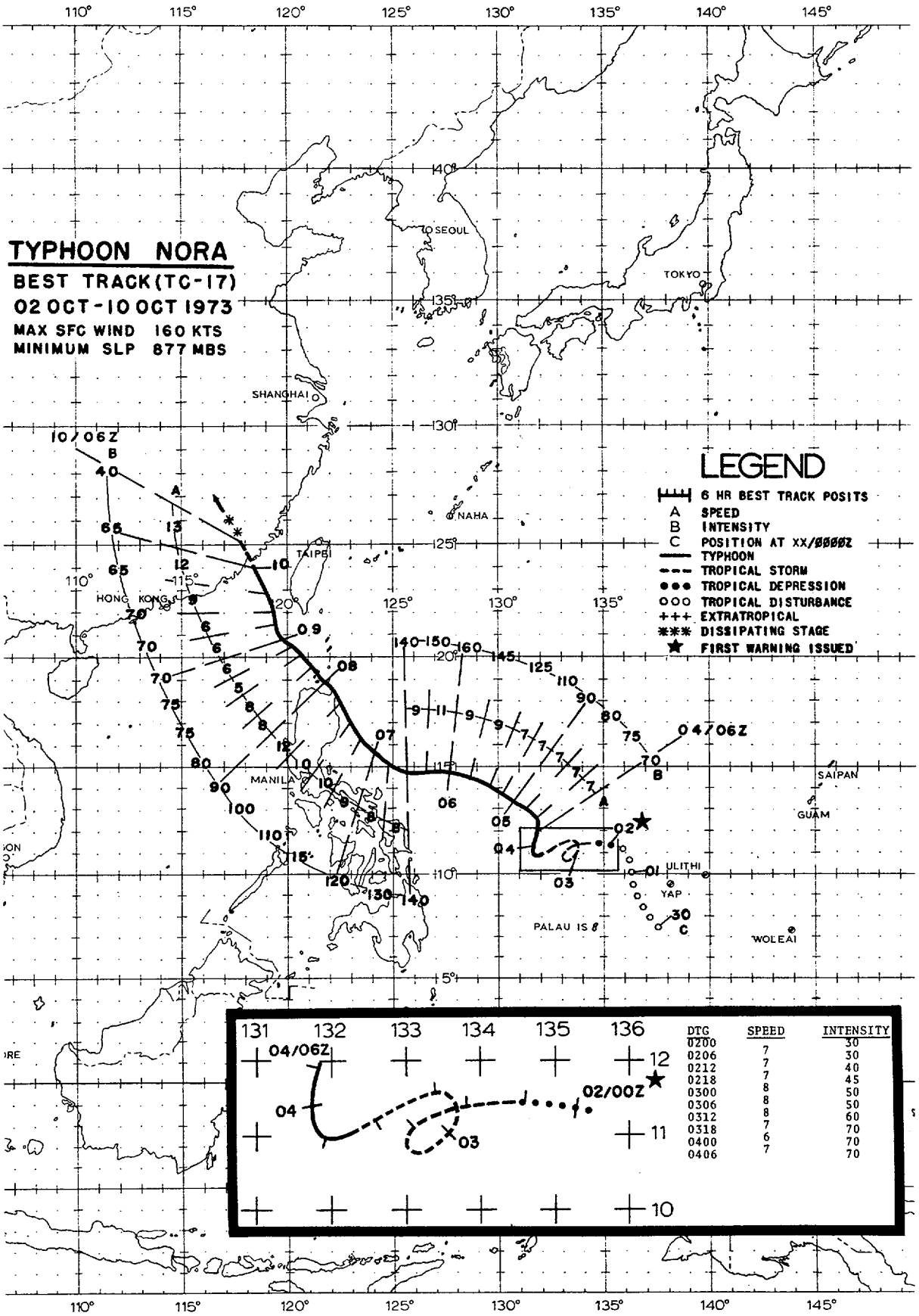
TYPHOON NORA
BEST TRACK(TC-17)
02 OCT-10 OCT 1973
MAX SFC WIND 160 KTS
MINIMUM SLP 877 MBS
LEGEND
6 HR BEST TRACK POSITS
A SPEED
B INTENSITY
C POSITION AT XX/0000Z
TYPHOON
TROPICAL STORM
TROPICAL DEPRESSION
TROPICAL DISTURBANCE
EXTRATROPICAL
DISSIPATING STAGE
FIRST WARNING ISSUED
SEOUL
TOKYO
SHANGHAI
NAHA
TAIPEI
HONG KONG
MANILA
SAIPAN
GUAM
ULITHI
YAP
PALAU IS
WOLEAI
10/06Z
04/06Z
02/00Z
DTG SPEED INTENSITY
0200 30
0206 7 30
0212 7 40
0218 7 45
0300 8 50
0306 8 50
0312 8 60
0318 7 70
0400 6 70
0406 7 70

A weak surface low formed in the monsoon trough, 120 miles south of Yap, on 30 September, and drifted northwest for the next two days. By the evening of 2 October, the tropical disturbance had intensified to Tropical Storm Nora. Reconnaissance aircraft reported maximum flight level winds of 45 kts and a minimum sea level pressure of 987 mb.

Nora continued a gradual intensification until early on the afternoon of the 5th when her winds exceeded 100 kts. During the next 20 hours, as she moved westward at 9 kts toward the Republic of the Philippines, Nora's central pressure plummeted 66mb to 877mb with maximum surface winds of 160 kts (Figure 4-17). Her central pressure ranked among the lowest on record (Jordon, 1961).

On the evening of the 6th, the high resolution DMSP infrared imagery revealed the typical anticyclonic outflow pattern in the cirrus. The infrared data was then "threshholded" to display only the colder portion of the infrared spectrum sensed by the radiometer (Figure 4-18). It revealed what appeared to be a tightly wound band spiraling out from the eye wall. Nora was a super typhoon at this time with estimated maximum winds of 140 kts.

When Nora was 225 miles east of Manila on the morning of the 6th, she took a more northwesterly track in response to an

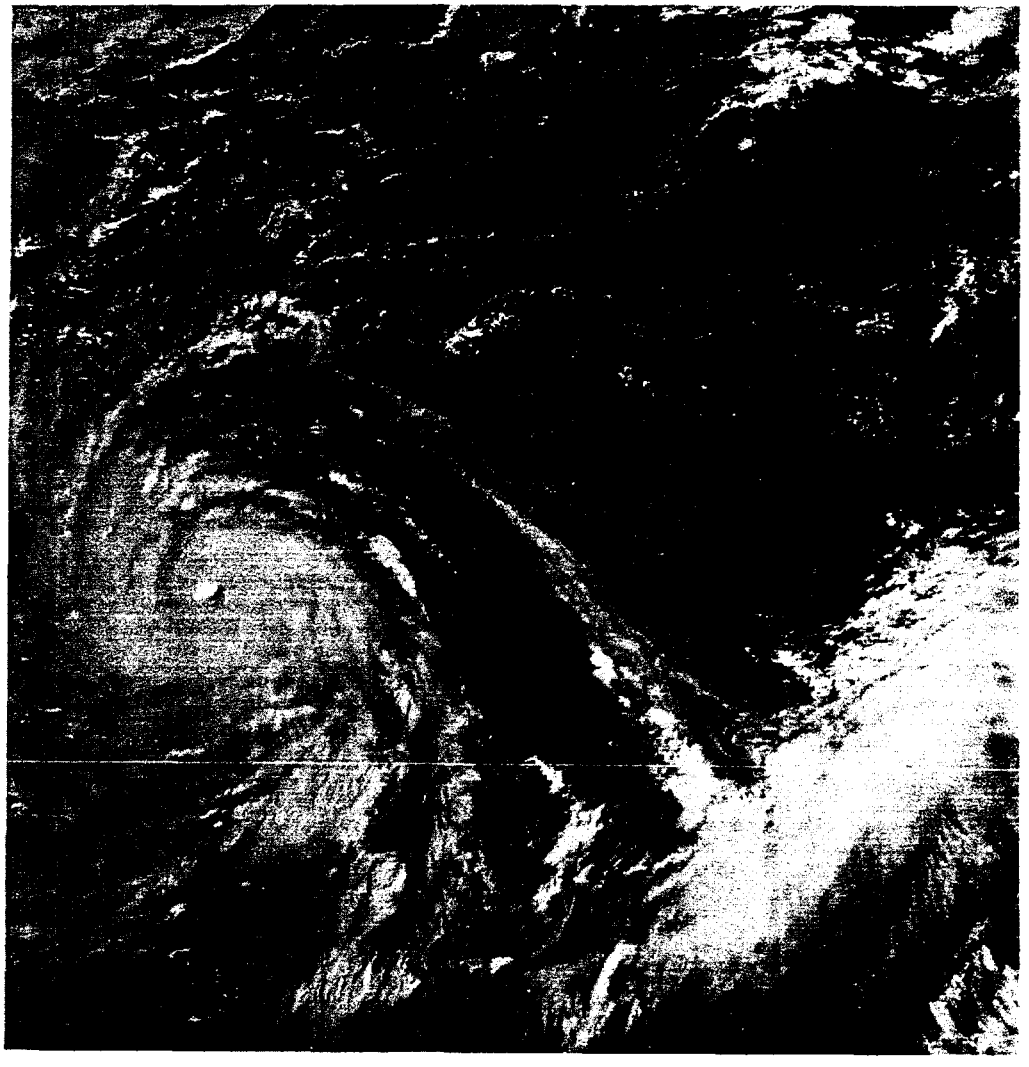

FIGURE 4-17. *Super Typhoon Nora (left) at peak intensity 200 nm eastnortheast of Catanduanes Island. Formative stages of Patsy (right) with low level circulation center exposed, 5 October 1973, 2312 GMT. (DMSP imagery)*

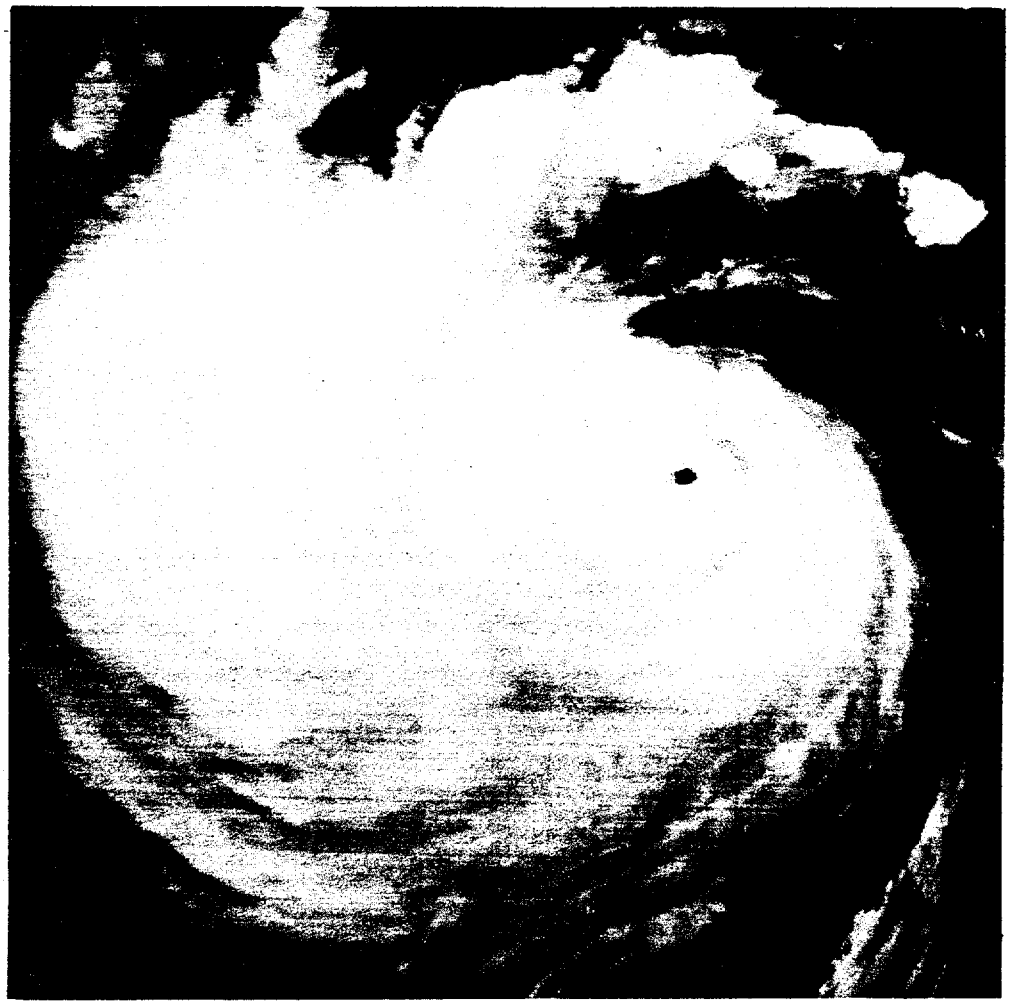

FIGURE 4-18. *Thresholded infrared imagery of Nora displaying only the colder portion of the infrared spectrum sensed by the radiometer, 6 October 1973, 1153 GMT. (DMSP imagery)*

approaching shortwave trough over China. Nora skirted the northeast tip of Luzon with maximum sustained winds of 100 kts and weakening.

As she transited the Luzon Strait on the 8th a dramatic rescue operation was occurring in the Taiwan Strait. In thirty foot seas and 50 kt winds, the Missile Frigate USS WORDEN rescued seven fishermen aboard the Taiwanese fishing vessel JAI TAI NR3 from the approaching typhoon. One Taiwanese crewman was lost at sea. The fishing vessel had been floundering in heavy seas with the forward section split lengthwise (Figure 4-19).

Nora passed within 60nm of Kaohsiung, Taiwan as she accelerated to a speed of 12 kts toward the northwest. She made landfall near Amoy in southern China on the morning of the 10th and degenerated into a low pressure area.

Luzon in the Republic of the Philippines suffered considerable damage. It was reported that 6 persons were killed and over a hundred thousand people were left homeless. Estimates of over $2 million in damage to crops, public and private property were reported. A Philippine freighter ASIAN MARINER was reported sunk by Typhoon Nora in the Taiwan Straits. All 38 crew members were rescued. The Greek freighter BALTIC KLIF was also capsized and sunk by Nora some 80nm southwest of the Pescadores. Three of the crew were drowned with several missing and presumed lost. Taiwan also suffered extensive damage from Nora. Twelve persons were reported dead and 28 unaccounted for. Nearly 8,000 people were left homeless with Nora destroying over a thousand houses and damaging hundreds of others.

FIGURE 4-19. *Fishing trawler JAI TAI NR.3 floundering in high winds and heavy seas generated by Typhoon Nora. -- U.S. Navy photo*